

HONGKONG
WEEKLY.
ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget

To ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME

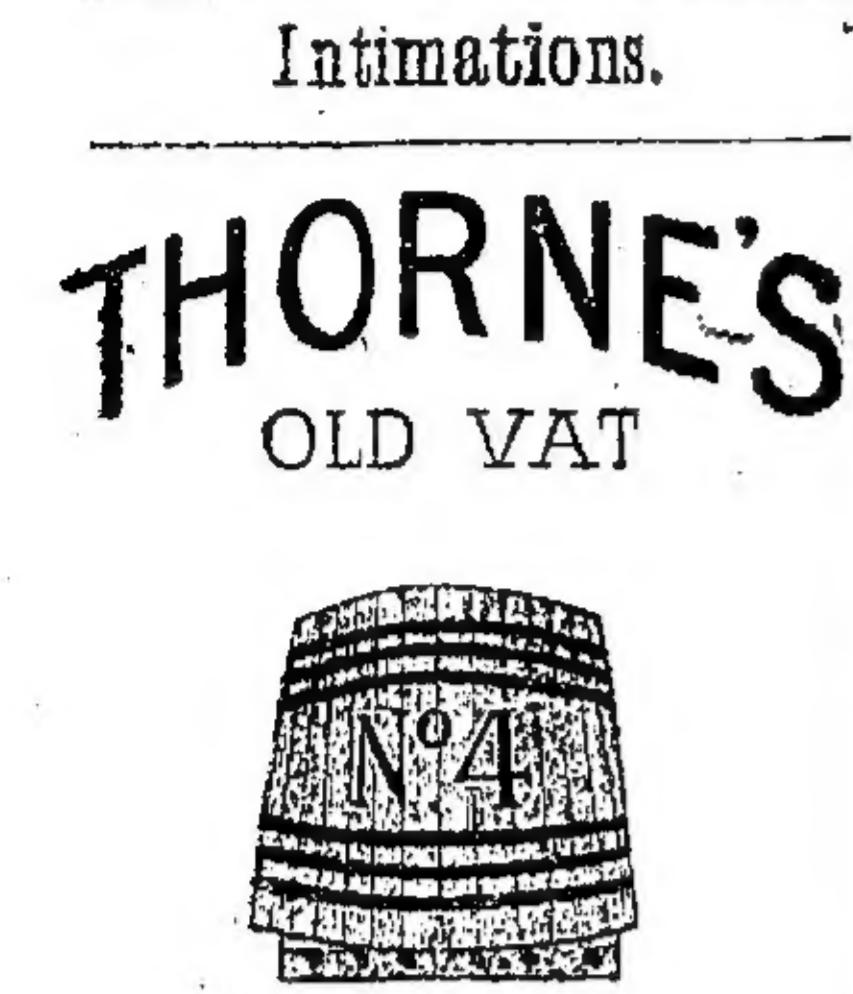
No. 13,889

四十一七七七七七七七

HONGKONG, MONDAY, OCTOBER 14, 1907.

八初九月

PRICE \$3.00 Per Month



SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907.

A GRAND PROMENADE
CONCERT

will be held on the
VOLUNTEER PARADE GROUND
in Aid of the SEAMEN'S MISSION and
LADIES' BENEVOLENT SOCIETY,
TO-NIGHT ! TONIGHT

(MONDAY), the 14th inst., at 9.15 P.M.
Tickets, \$2 and \$1, can be obtained from
Volunteer Headquarters and Messrs Kelly
and Wales, Ltd.

The following Ladies and Gentlemen
have kindly promised to assist:—Mr A.
G. Gordon, Mr. Captain Mr E. Jokl, Mr
F. Carr, Mr. Walter Benedicto, Mr G.
Kosnic, Capt. G. P. Lammett, M. S. Moore
and Mr W. A. Hanibal.

By kind permission of Col. Scott Moncrieff
and officers of the 3rd Middlesex
Regiment, the Band will also play selec-
tions during the evening.

Hongkong, October 8, 1907.

1623

NOTICE.

A MAR.—A First-class child's Amah will
arrive in London by P. & O. N/C
on March 2nd, and will be available to
return to China after that date.

Apply to M. M. M.
Chas of 'China Mail' Office,
Hongkong, October 12, 1907.

1647

NOTICE.

FROM this date, I, the undersigned,
WILL NOT BE RESPONSIBLE
for any debts contracted by my wife, Mrs
A. THOMPSON.

F. THOMPSON.
Hongkong, October 11, 1907.

1643

HONGKONG JOKEY CLUB.

THE ORDINARY HALF-YEARLY
MEETING will be held at the JOKEY
CLUB OFFICE (Hongkong Club Annex), on
SATURDAY, 19th October, at 2.30 P.M.
Hongkong, October 7, 1907.

JACK A TAI & CO.,
CONTRACTORS AND COMPRADORES.

REMOVED to Nos. 30 & 31,
CONNAUGHT ROAD.

Hongkong, October 8, 1907.

1624

PARCEL EXPRESS

TO ALL PARTS OF THE WORLD.
SPECIAL THROUGH SERVICE.

PACELS, PACKAGES AND CASES CONVEYED
AT SPECIAL RATES, INCLUDING DELI-
VERY, CHEAPER THAN PARCELS POST, WITH-
OUT LIMIT TO WEIGHT.

CHINA EXPRESS CO.,
3, DUDDELL STREET.

Hongkong, July 1, 1907.

1049

THEY WHO GIVE THE MATTER THOUGHT

WILL recognize the fact, that Spirits imported in the wood cask will
the rye and continue to mature as long as kept in the wood, conse-
quently when carefully bottled on this side they offer better value than most
home bottle spirits.

CALDBECK, MACGREGOR & CO. have always a Large Stock of
WHISKIES of various ages in the wood, which, either alone or blended, will meet
every demand as regards taste or price. Any blend will be made from Stock to
suit purchasers' ideas if the following well established brands do not do so.

PER DOZEN LESS 10%
EXCHANGE DISCOUNT.

SCOTCH - V.O.S. OLD MATURED	\$18.50
O.D.S. VERY CHOICE	17.50
EXTRA SPECIAL LIQUEUR	14.50
WAYTOONG BLEND	14.00
R.O.B.	13.00
ROBERT MACDONALD	11.00
V.O.H.B.	10.00
GLENIVAT	7.50
LONG JOHN, PEAT FLAVOUR (3 Years in Wood)	11.50
IRISH - OLD BUSHMILLS, Home Bottled	19.00
SIR JOHN POWERS, in the Wood	18.00
EXCELLENT IRISH LIQUEUR	11.00
CANADIAN - CLUB RYE	20.00
AMERICAN - FINE OLD BOURBON (Ideal)	21.00
O. K. BOURBON	21.00
MOUNT VERNON RYE	22.50

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD.

Hongkong, October 1, 1907.

1581

Intimations.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS,
RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.
TELEPHONES: 187 and K. 21. CABLES: SYDNEY, Hongkong.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
e.s. HONKONG, 2,653 tons, Captain S. Bell Smith.
e.s. POWAN, 2,338 tons, Captain H. Irvin Black.
e.s. FAITHSHAN, 2,292 tons, Captain C. Lloyd.
e.s. KINSHAN, 1,995 tons, Captain E. Branch.
e.s. HEUNGSHAN, 1,983 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 p.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8 a.m. and 5 p.m. (Sunday excepted).
The e.s. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 P.M.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Cabin and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.
e.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.
e.s. SUI-TAI, 1,651 tons, Captain C. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and
at 2 P.M. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 A.M. from Douglas Wharf and from Macao at 5 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

Canton-Macao Line.
e.s. LUNGSHAN, 210 tons, Captain W. Reynell.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8 p.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGA-
TION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

e.s. SAJNAM, 558 tons, Captain J. Wilcox.
e.s. NANNING, 659 tons, Captain C. McKinlay.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOOTZ MANSION, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, September 24, 1907.

1540

NOTICE.

FROM this date, I, the undersigned,
WILL NOT BE RESPONSIBLE
for any debts contracted by my wife, Mrs
A. THOMPSON.

F. THOMPSON.

Hongkong, October 11, 1907.

1643

HONGKONG JOKEY CLUB.

THE ORDINARY HALF-YEARLY
MEETING will be held at the JOKEY
CLUB OFFICE (Hongkong Club Annex), on
SATURDAY, 19th October, at 2.30 P.M.
Hongkong, October 7, 1907.

JACK A TAI & CO.,
CONTRACTORS AND COMPRADORES.

REMOVED to Nos. 30 & 31,

CONNAUGHT ROAD.

Hongkong, October 8, 1907.

1624

PARCEL EXPRESS

TO ALL PARTS OF THE WORLD.

SPECIAL THROUGH SERVICE.

PACELS, PACKAGES AND CASES CONVEYED
AT SPECIAL RATES, INCLUDING DELI-
VERY, CHEAPER THAN PARCELS POST, WITH-
OUT LIMIT TO WEIGHT.

CHINA EXPRESS CO.,

3, DUDDELL STREET.

Hongkong, July 1, 1907.

1049

NOTICE.

THEY WHO GIVE THE MATTER THOUGHT

WILL recognize the fact, that Spirits imported in the wood cask will
the rye and continue to mature as long as kept in the wood, conse-
quently when carefully bottled on this side they offer better value than most
home bottle spirits.

CALDBECK, MACGREGOR & CO. have always a Large Stock of
WHISKIES of various ages in the wood, which, either alone or blended, will meet
every demand as regards taste or price. Any blend will be made from Stock to
suit purchasers' ideas if the following well established brands do not do so.

PER DOZEN LESS 10%
EXCHANGE DISCOUNT.

SCOTCH - V.O.S. OLD MATURED	\$18.50
O.D.S. VERY CHOICE	17.50
EXTRA SPECIAL LIQUEUR	14.50
WAYTOONG BLEND	14.00
R.O.B.	13.00
ROBERT MACDONALD	11.00
V.O.H.B.	10.00
GLENIVAT	7.50
LONG JOHN, PEAT FLAVOUR (3 Years in Wood)	11.50
IRISH - OLD BUSHMILLS, Home Bottled	19.00
SIR JOHN POWERS, in the Wood	18.00
EXCELLENT IRISH LIQUEUR	11.00
CANADIAN - CLUB RYE	20.00
AMERICAN - FINE OLD BOURBON (Ideal)	21.00
O. K. BOURBON	21.00
MOUNT VERNON RYE	22.50

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD.

Hongkong, October 1, 1907.

1581

NOTICE.

THEY WHO GIVE THE MATTER THOUGHT

WILL recognize the fact, that Spirits imported in the wood cask will
the rye and continue to mature as long as kept in the wood, conse-
quently when carefully bottled on this side they offer better value than most
home bottle spirits.

CALDBECK, MACGREGOR & CO. have always a Large Stock of

WHISKIES of various ages in the wood, which, either alone or blended, will meet

every demand as regards taste or price. Any blend will be made from Stock to

suit purchasers' ideas if the following well established brands do not do so.

PER DOZEN LESS 10%
EXCHANGE DISCOUNT.

SCOTCH - V.O.S. OLD MATURED

18.50

O.D.S. VERY CHOICE

17.50

EXTRA SPECIAL LIQUEUR

14.50

WAYTOONG BLEND

14.00

R.O.B.

13.00

ROBERT MACDONALD

11.00

V.O.H.B.

10.00

Intimations.

G. FALCONER & Co.
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR HOSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS,
VERY FINE PANORAMIC VIEWS OF HONGKONG.

82, QUEEN'S ROAD CENTRAL. 2123

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguilar Street.

Hongkong, February 18, 1907. 2215

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating,
Writing in Sight,
Universal Keyboard.

TYPEWRITER RIBBONS
and supplies for ALL Ma-
chines kept in Stock.

1, PRINCE'S BUILDINGS.

Hongkong, July 16, 1907. 1005

THERE IS NO DOUBT THAT

That "Fruit Salt" has been taken in the earliest stages
of disease it has innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

No dry disorder, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS NATURE'S OWN REMEDY

CAUTION—Examining the experts see that it is marked ENO'S FRUIT SALT.
Because you have the genuine form of battery—IMITATION.

Manufactured only by J. G. ENO, LTD., FRUIT SALT WORKS, London, E.C.
Patent, by J. G. ENO'S Patent.

Sold by Chemists and Stores everywhere.

USE ONLY & USE ALWAYS

ATKINSONS
MOST
REFRESHING.
A LUXURIOUS PERFUME
IN HEALTH.
NECESSARY
RESTORATIVE
IN SICKNESS.

SAUDE COUPING

MEAD'S
OAKLEY'S
WELLINGTON
KNIFE POLISH

WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING
PLATE

POLY BRILLIANT METAL POLISH
NEVER BECOMES DRY & HARD LIKE OTHER METAL POLISHES

JOHN OAKLEY & SONS LIMITED, WELLINGTON MILLS, LONDON

Intimations.

THE PHILIPPINES.

A Gloomy Outlook.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: IWASAKI
Which applies to all Branch Offices.
A1, A B C 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KORE, KARATSU,
SHANGHAI, HONGKONG and HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.,
CHINKIANG: MESSRS GEARING & CO
MANILA: Messrs MACONBRAY & CO.

SOLE PROPRIETORS OF Takasima,
Ochi, Shinmei, Namazita and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Bunker Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 26, 1906 816

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Office of the Under-
signed at 12.30 P.M., on FRIDAY, the
20th instant.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 11th to
the 25th October, both days inclusive.

ARDINE, MATHESON & CO., LTD.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, October 5, 1907. 1613

PATELL & CO.,
SHAMEEN, CANTON.

GENERAL STOREKEEPERS,
WHOLESALE and RETAIL
DEALERS IN
WINES and SPIRITS.

Export & Import Merchants,
AND
Commission Agents.

YUEN CHEONG.

SWATOW DRAWN-WORK
MANUFACTURER.

Wholesale & Retail
ALL Kinds of DRAWN-WORK,
EMBROIDERIES, GLASS CLOTH,
FABRIC-WARE and LACES, &c., &c.
No. 39, Queen's Road Central,
Hongkong.

(Late of 62, WELLINGTON STREET).
Hongkong, September 4, 1907. 1435

HOMOGENEOUS
NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF
PRESERVING MILK.

PURE NATURAL COWS MILK
PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

101, DES VŒUX ROAD CENTRAL,
Hongkong, March 19, 1906. 522

CAMPBELL, MOORE & CO., LTD.

Hair Dressers, Wig Makers
and Perfumers.

ELECTRIC MASSAGE
(FACE OR SCALP)

at the Shop or elsewhere by special
arrangement.

Hongkong, September 8, 1907. 1415

LEMCO

BEST MILK IN THE MARKET

FOR
INFANTS AND INVALIDS.

CASE OF 24/1 LITER Tins.

49/4 " "

49/4 " "

Sole Agent

SCHULDIT & CO.,

Hongkong.

Hongkong, July 14, 1907. 1412

(Continued on Page 5.)

Intimations.

THE PHILIPPINES.

A Gloomy Outlook.

The following article is from the "Manchester Guardian":—"I believe the proudest chapter in our history is the written by the statesmanship of McKinley the guns of Dewey, and the administration of Taft. There is nothing to repeat, nothing to retract; our duty is to go on and complete the work already so well begun. I do not defend or apologise for what we have done in the Philippines. I glory in it." These are not the words of a party "spell-binder," but the measured utterance of Dr Lyman Abbott, who has been for many years one of the most influential leaders of American opinion. How far is Dr Abbott's opinion justified? The question is worth asking at a time when certain American newspapers are urging that the islands should be sold and the United States relieved of her great responsibility.

The Commission which has been responsible for the government of the Philippines has certainly lived up to a high standard of public duty. Its members have been untouched by any suspicion of "graft." The islands were left by the war in a state of chaos, and the task of reconstruction presented a hundred difficult problems, which, if not in every case completely solved, have at any rate been honestly and courageously faced. An elaborate system of local administration has been established. Extensive public works have been planned and carried out. The last report showed 200 miles of railway already constructed and surveys in progress for 700 miles more. The country has been opened up by a scheme of costly mountain roads. An agricultural bank has been lately created for the assistance of the farmer. The Commission has provided facilities for the extension of telegraphs, telephones, electric light, water power, steamship communication and other improvements. It has reorganized the educational system, and has imported hundreds of English-speaking teachers from America.

But there is much to set on the other side of the account. There are bitter memories of slaughter and cruelty, such as the "Mount Dajo massacre," in which women and children were mown down by American artillery, the torture of prisoners, and the horrors of the concentration camp. And the example of painstaking and disinterestedness set by the Commissioners has not always been followed by their subordinates. Many employees and still more ex-employees of the Government have taken advantage of their opportunities to acquire valuable property by dishonest means. There have been several instances of wasteful administration due to errors of judgment. But the most persistent drawback to the welfare of the Philippines has been the treachery of salaried American commercial interests exercised through Congress. Michigan sugar and Connecticut tobacco have "killed" the tariff reform proposals which Mr. Taft has pronounced essential to the business prosperity of the islands. In one instance—namely, the imposition of a surtax upon the English cotton splits used by millions of Filipinos—that Bishop Bentz of the American Episcopal Church, declared, "If the inhabitants of this archipelago had the spirit of the American colonists of 1776 they would rise in revolt and cast every shred of American cotton into Manila Bay, presumably winning by this act the applause of all honest-minded Americans." There is also in prospect the application to the Philippine Islands, with disastrous effects to their trade, of the coastwise shipping laws of the United States, for the advantage, of course, of American shipping interests. It is not surprising that some Philippine business men sign for a return of the Spanish regime, when at least they had in Spain herself a market for their chief products at preferential rates. Under the American flag the Philippine annual exports of sugar have declined from two to three million dollars, exports of tobacco from two and a half to less than two million dollars, and exports of coffee from one and a half million dollars to two thousand dollars. During the Spanish period the islands had abundant rice to export, but they now have to import this necessary article of food at exorbitant rates.

The hopelessness of any revival of trade while the islands suffer from the political domination of American business interests is a distinct stimulus to the demand for independence. The recent elections have revealed the popular sentiment as overwhelmingly in favor of immediate autonomy. Mr. Taft's feelings, remarks a New England paper, must be like the Tsar's when the Russian people had chosen their Tsar, while the Russian people had chosen their first Tsar. The situation is not made more comfortable by such comments as those of the "Washington Post," which brands the newly elected Assembly as "made up of disloyal, unscrupulous and treacherous elements" and predicts that it will not be found wanting in "crafty and unscrupulous methods."

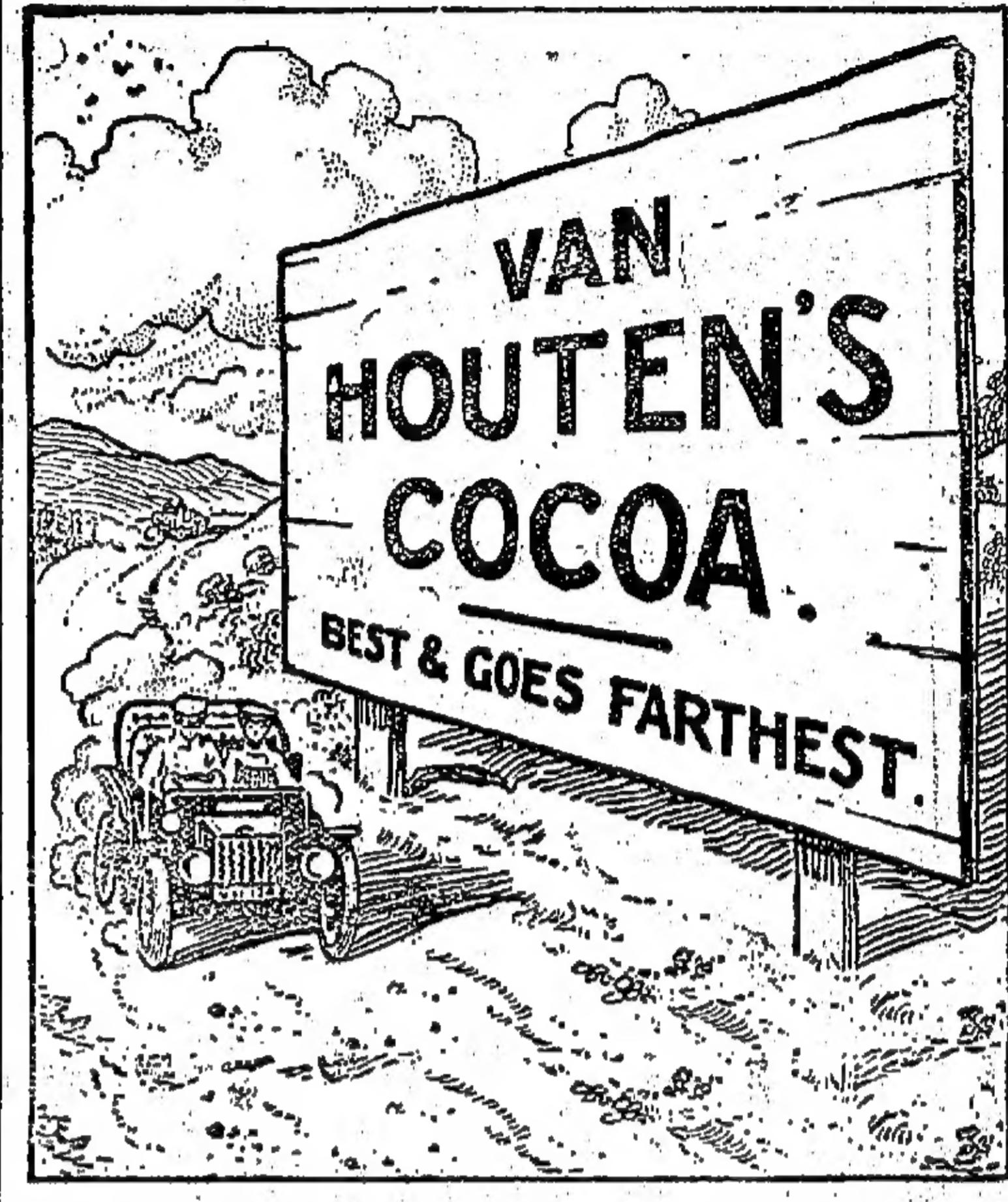
And if the American control of the Philippines has awakened little gratitude from the Filipinos themselves, it has been scarcely more encouraging from the American point of view. The glowing predictions of benefit to American trade with the East have been utterly falsified. Manila was to be a foothold for trade with China, but trade with China has actually fallen off; and American lines now being beaten off the face of the Pacific. As to the Philippines themselves, the United States supplies less than 20 per cent. of the imports of the islands, and its import and export trade with them is far smaller than with either Hawaii or Porto Rico, whose combined population is about one-seventh that of the Philippines. During the first six months after the passing of the law taxing cotton splits the Philippines bought from England £3,300,000 worth of cotton goods, as against £274,485 lbs. from America. The cost of this colonial enterprise to the United States has been recently estimated by the "New York Herald" as £200,000,000. Many public men have put it at a higher figure; for instance, Judge Parker, the late Democratic candidate for the Presidency, set it down years ago as then amounting to £120,000,000. The economic and political condition of the islands have cast the country into a sort of limbo, and, in addition, thousands of soldiers have died from disease and thousands more have been afflicted with

Intimations.

THE PHILIPPINES.

A Gloomy Outlook.

It is from France only,
made with FRENCH BRANDY,
and the herbs cultivated in the gardens
and those indigenous to and grown on
the pastoral mountains of the estate of
LA GRANDE-CHARTREUSE
and used soon after being gathered,
that it is possible to obtain the liqueur
known all over the world as:
"CHARTREUSE"

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU.....1900 tons, 14 knots.
S.S. CHARLES HARDOUIN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 P.M. (Saturday excepted).
Departure from Canton at 5.15 P.M. (Sunday excepted).

The Company's Wharf is at the end of WING LOU STREET (Tram Station).
CANTON AGENTS: MESSRS E. PASQUET & CO.

For further particulars, please apply to
BARETTO & CO., Agents.
Hongkong, September 16, 1907. 1475

HOW TO DO MORE BUSINESS

MANY AMERICANS have built up great commercial enterprises, by the use of Trade-news items supplied by our CLIPPING BUREAU: Chinese merchants can do the same if they follow American methods.

We clip business news from more than 50 papers monthly, and send these items to you while there is good prospect of supplying what is needed and doing business.

We can send you news and clippings on any line of business, or any subject, and you will be able to know, in TRUTH, just what American business methods are like, and where there are openings for Chinese merchandise.

Suppose, for instance, you are a maker of Pottery: our Clipping Bureau might find in one paper an item saying that a big wheel of Pottery was being organized in a certain town—we, of course, could send you that business-news item, and give you a chance to do business with that firm.

We can do just the same in any line of business, for there is always something going on that it might pay Chinese merchants to know.

We can supply you with advertisements of all the great American merchants and manufacturers, so that you may assimilate their ideas and increase your business in China the way we do here.

To avoid delay, send ten dollars (Mex.) for one-month's trial order. Subsequent rates can be determined according to service.

It won't cost you money to send for our Free Book which tells all about our service and how much it costs. Send for it today.

CONSULAR REFERENCES.

INTERNATIONAL PRESS CLIPPING BUREAU.

DEARBORN STREET, CHICAGO, ILL.

Hongkong, September 24, 1907. 1337

LABUAN COAL

THE LABUAN COALS COMPANY LTD., are now prepared to bunker Steamers at LABUAN, Good Fresh-Quality LABUAN COAL, double screened and straight from the Mines.

For further particulars, apply to

BRADLEY & CO., Agents.

Telegraphic Address: LABUAN, Labuan, Hongkong, March 12, 1907. 471

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.

Banks.

NEDERLANDSHE HANDEL-

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP £...FL. 45,000,000 (L3,750,000).
CAPITAL £...FL. 5,000,000 (L417,000).

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BRAZIL.

BRANCHED.—Singapore, Penang,
Shanghai, Rangoon, Samarang, Sourabaya,
Cerbon, Tegal, Pecalongan, Pasuruan,
Tjilatap, Padang, Medan (Deli), Palembang,
Kota Radja, (Achen) Bandjarmasin.
Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c., &c.LONDON BANKERS.—The Union of
London and Smith Bank, Limited.The Bank buys and sells and receives bills
of exchange, issues letters of credit on
correspondents in the East, on the Colonies in Great
Britain, America, and Australia, and trans-
acts banking business of every description.

INTEREST ALLOWED

On Current Accounts 2% per annum on
daily balances.For 12 months 4% per annum.
Do. 6 months 4% per annum.
Do. 3 months 3% per annum.

J. L. VAN HOUTEN Agent.

Hongkong, June 8, 1907.

THE NATIONAL BANK OF CHINA
LIMITED.

HEAD OFFICE: Hongkong.

AUTHORIZED CAPITAL £699,475
PAID-UP CAPITAL £24,718
RESERVE FUND £12,755
FUND £200

LONDON BRANCH

51 OLD BROAD STREET, E.

MANAGER: GEORGE MUNROE

LONDON BANKERS

Far East Bank.

Commercial Bank of Scotland. The Bank grants drafts and telegraphic
transfers and conducts every description of
Eastern Banking business.INTEREST allowed on Current Accounts
at the Rate of 2% per annum on the Daily
Balances.For 12 months 4% per annum;
For 6 months 4% per annum;
For 3 months 3% per annum.

G. C. MOXON,

Managing Director,

Hongkong, September 28, 1907.

INTERNATIONAL BANKING
CORPORATION

HEAD OFFICE: Hongkong.

FOCAL AGENTS OF THE UNITED STATES
CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMACAPITAL: £100,000,000
about Mo. £5,000,000
RESERVE FUND: £10,000,000
about Mo. £5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK,
LONDON: THIRTEENFIELD HOUSE,
E.C.

LONDON BANKERS:

BANK OF ENGLAND.

National Provincial Bank of England, Ltd
The Capital and County Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every de-
scription of Banking and Exchange
business, receives money in Current Ac-
count at the rate of 2% per annum on daily
balances and accepts Fixed Deposits at the
following rates:—For 12 months 4% per cent per annum.
For 6 " 4 " per cent per annum.
For 3 " 3 " per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL,

Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, July 24, 1907.

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF

10TH DECEMBER, 1895.

CAPITAL £15,000,000 Roubles,
2,000,000 Sh. Tsels.
CAPITAL contributed by CHINESE
GOVERNMENT £5,000,000 K. Tsels.

RESERVE FUND Roubles 9,240,000.

HEAD OFFICE—ST. PETERSBURG.

London Office: 41, Three sneeble St., E.C.

BRANCHES AND AGENCIES:

Andijon Khokand Peking
Batum Kiachta Samarkand
Balgostan Kirghiz Tashkent
Chenchi Khotan Kashgar
Bodai Koudja Strelenski
Boukhara Krasnovarsk Tashkend
Bukhara Krasnovarsk Tashkend
Calcutta Lhasayang Thiboutchak
Chaofoo Lhasayang Tashkend
Haihai Moscow Tiansin
Hakodate Moscow Tientsin
Hankow Nanking Tientsin
Harbin Nagasaki Tsinan
Hongkong Newchwang Verny
Irkutsk Novosibirsk Vladivostok
Kalgan Oulustai Yokoheima
Kashgar Ourga Zouksia
Khararov Parma Pekian

BANKERS:

LONDON—Glyn, Mills, Carr & Co.,
PARIS—Comptoir National d'Escompte
de Paris, Banque de Paris et des
Pays Bas.

BERLIN—Mendelsohn & Co.

HAMMERM.—M. M. Wadding & Co.

VIENNA—K. K. Priv. Oester. Credit
Bank für Handel Gewerbe.

AMSTERDAM—Lippmann, Roosenbl

& Co.

Interest Allowed:
Current Accounts in Pulara 2% per cent.
for annual avg credit balances of \$1,000
and over.Fixed Deposits. Terms on application.
Local Bills discounted. Special facilities
for Russian exchange. Foreign exchange
on the principal cities of the world bought
and sold.

E. FREYVOGEL, Manager.

HONGKONG BRANCH:
PRINCE'S BUILDINGS.

Hongkong, July 31, 1907.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anæmia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL Valence (Drôme-France).

CALDEBECK, MACGREGOR & CO., Hongkong

DINNEFORDS

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Four Eructations, Bilious Affections.

DINNEFORDS MAGNESIA

Sales and most
effective Agent
for
Regular Use.

MAGNESEA

The Physician's
Cure for Gout,
Rheumatic Complaints
and Gravel.

VALUABLE LEASEHOLD PROPERTY

Known and Registered in the Land Office
as Island Lot No. 1,706, situated on
Shaukiwan Road (next to the premises
of the Metropole Hotel).

Together with

VERY VALUABLE WATER RIGHTS.

To be Sold by Order of the Liquidator of
the Canton and Hongkong Ice and
Cold Storage Co., Ltd., by

PUBLIC AUCTION.

in One Lot,
on

WEDNESDAY,

the 23rd day of October, 1907, at 10 o'clock
Noon.by Mr. GEO. P. LAMMERT,
Auctioneer,
at his OFFICES in DUNDELL STREET.

The Property consists of:

ALL that Piece or Parcel of Ground

A situate in Victoria, in the Colony of

Hongkong, and registered in the Land

Office as Island Lot No. 1,706, together with

Very Valuable Water Rights, which

premises are held for the residue of the

year of 1909 from the 8th October,

1907, created thereby by the Crown Lease

that commenced the 1st February, 1904, and

made between His Majesty King Edward

VII of the one part and the Canton and

Hongkong Ice and Cold Storage Co., Ltd.,

of the other part, subject to the payment

of the Rent reserved by and to the performance

of the Lessee's covenants and conditions

contained in the said Crown Lease.

Area, 10,830 square feet. Crown Rent,

\$200 per annum.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors,

MESSRS GOLDRING & BARLOW,

10, Queen's Road Central : or from

THE AUCTIONEER.

Refuse.—No change or business to report.

Mining.—Boulders have again

changed hands at \$300, closing steady at

that rate. China remain weak, and with our business at \$866 sellers.

Shipping.—Hongkong, Canton and Ma-

nos continue quiet at \$271, with sellers still

offered at lower rates, both for cash and forward with no response. Indo-

remain with sellers at \$271, offering with

our business. China Manias are still un-

possible at \$15, holders asking higher

rate. Other stocks under this heading re-

main unchanged and without business.

Refuse.—No change or business to report.

Mining.—Boulders have improved during

the week, and have changed hands at \$91 and \$92, closing steady at the latter rate.

The writing for the last month was 1,100

oz. each. Chinese Engineers have com-

menced quiet with no business to report.

Docks, Warehouses and Godowns—We have

no business to report under this heading, but rates have ruled steady.

Shanghai reports a drop in Shanghai Docks to 75, and in Hongkong Warehouses to 210.

Lands, Hotels and Buildings—Hongkong Lands have ruled steady at \$66, but we have no news to report.

Hotels continue quiet at \$271, with sellers still

held for higher rates. We have nothing further to report under this heading.

Cotton Mills—Evans have declined to 60

in Shantung, and Internationals improved

to 55. Other Cottons remain unchanged.

Miscellaneous—China Imports have im-

proved during the week to 10, after sales

at 91 and 92, the market closing with fur-

ther buyers. China Provisions and Peak

Tramways have all changed hands and

closed steady at quotations, and Ropes and

Electrics are still quoted for without bring

any shares on the market. We have nothing further to report under this heading.

Cotton Mills—Evans have declined to 60

in Shantung, and Internationals improved

to 55. Other Cottons remain unchanged.

Miscellaneous—China Imports have im-

proved during the week to 10, after sales

at 91 and 92, the market closing with fur-

ther buyers. China Provisions and Peak

Tramways have all changed hands and

closed steady at quotations, and Ropes and

Electrics are still quoted for without bring

any shares on the market. We have nothing further to report under this heading.

Cotton Mills—Evans have declined to 60

in Shantung, and Internationals improved

to 55. Other Cottons remain unchanged.

Miscellaneous—China Imports have im-

proved during the week to 10, after sales

at 91 and 92, the market closing with fur-

ther buyers. China Provisions and Peak

Tr

W.M. POWELL,
LIMITED.

A. & F. ALEXANDRA
BUILDINGS

NOW ON SHOW

LADIES'

Golf

Jerseys

SILK LINING AND
Satinette

NEW AND SMART
OUT-OF-THE-MANNER

£1.75

TO \$17.50.

POWELL'S

HONGKONG.

Hotels.

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE HOTEL

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Room.

Hot and Cold Water throughout.
Electrically Lit.

Electric Passenger Elevator to each floor.

Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS:
"VICTORIA," HONGKONG.

For terms, &c., apply to the
MANAGER.

142

VICTORIA HOTEL

TELEGRAMS, VICTORIA, SHAMEN

SHAMEN, CANTON,
ON THE BRITISH CONCESSION.

H. HAYNES, Manager.

MACAO HOTEL

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praia Grande.

BOTH Hotels Electrically Lit and
under Experienced European
Management.

Every Comfort and Convenience for
Residents and Tourists.

W. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

428

BELLE VIEW HOTEL

(LATE METROPOLE HOTEL),

SHAUKEWAN ROAD.

A Pleasant Drive along the Sea Front—
either by Train or Riksha.

**BEST OF WINES, BOWLING,
BILLARD, &c.**

A COMMODUS MASHED FOR THE USE OF
BATHERS AND VISITORS.

A FIRST-CLASS

EUROPEAN STRING BAND
will be in attendance

EVERY SUNNY EVENING.

AT 4 O'CLOCK.

TELEPHONE No. 583.

Hongkong, September 6, 1897. 1018

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the "CHINA MAIL."

We have had at the "CHINA MAIL," Officer's
Queen's Road Central.

Price... Contd.

**S. MOUTRIE & Co.,
LIMITED.**

PIANOS

NEW MODELS, FULL IRON
FRAME UNDERDAMPER
ACTION,
SILVER PLAITED STRINGS
FULL COMPASS—SEVEN OCTAVES.

PRICE.....\$340.

UNSTRAPPED FOR RICHNESS
OF TONE AND LIGHTNESS
OF TOUCH.

WRITTEN GUARANTEE FOR
A TEST PERIOD OF TWO
YEARS GIVEN.

NEW PIANOS ON HIRE
from \$10 per month.

PIANO, Tuning and Attention
Free.

S. MOUTRIE & Co., Ltd

WORK BUILDINGS, CHATER ROAD

Opposite April 16, 1897.



A. S. WATSON

& Co., Ltd

ESTABLISHED AD 1861

WINE & SPIRIT MERCHANTS.

BULL DOG

Brand.

Guinness'

Stout . . .

Light Ale.

in Pints
and Splits.

BOTTLED BY THE
CELEBRATED FIRM

Robert Porter & Co.,

Limited.

Rainier Beer

Undoubtedly the best Beer
that is brewed in America.

LIGHT, wholesome, and
invigorating

in PINTS and QUARTS

SOLE IMPORTERS & AGENTS:

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA

BUILDINGS.

Hongkong, July 27, 1897.

AMOS FOR TO-MORROW.
Miscellaneous.
Goods per *Now* not cleared at 4 p.m.
on this date subject to rent.

General Memoranda.

WEDNESDAY, October 16.—
2:40 p.m.—Auction of Household Furniture,
at No. 11, Austin Avenue, Kowloon.

THURSDAY, October 17.—
8 p.m.—Performance at City Hall,
Goods per China undelivered after this
date subject to rent.
Goods per *Cardis* undelivered after 4
p.m., this date will be landed.

FRIDAY, October 18.—
9:30 a.m.—Military Gun Practice.
Goods per *Isabel* undelivered after this
date subject to rent.

MONDAY, October 21.—
Goods per *Longlong Mary* undelivered after
this date subject to rent.
Goods per *Ernest Simon* unclaimed after
this date at Noon will be subject to
rent and landing charges.

TUESDAY, October 22.—
11 a.m.—Auction of 100 Doz. Sheepskins &
Raquets, &c., at Messrs Hughes &
Hough's Sales Room.

The China Mail.

HONGKONG, MONDAY, OCTOBER 14, 1897.

THE CHINA MAIL

Whatever latent sympathy may be felt
with the British Columbians in their
desire to sustain the idea of a white
men's country nothing but gratification
can be felt on the part of the trial of
the rioters to be brought before the Vancouver court. An even
play sentence of six months' imprisonment
has been passed upon him. This
will contribute to breaking the law
and necessarily cause the Japanese
authorities to contrast the procedure
which obtains in British dominions
with that prevalent elsewhere. At San
Francisco the riots were quite assuring
as those which occurred at Vancouver
but not only have the rioters escaped
punishment but every obstacle has been
placed in the way of the Japanese who
sought to obtain compensation for the
damage they sustained. The authorities
in Canada hastened to assure the
Japanese Emigration Agent that claims
for damage arising out of the Vancouver
riots would be promptly met. This all
reduces to the credit of the Empire.
It shows once again that political passion
is not allowed to prevail against simple
justice. In all probability virtue will,
in this instance, be, or rather procure,
its own reward. The Japanese Government
will enter upon negotiations for a
restriction of the emigration of their
people to Canada with the consciousness
that it is not dealing with a hostile
Government but one which has a lively
wish to remain on the most amicable
terms with it. The Japanese Government
knows that its subjects in Canada
are really under the protection of the
law and that that law is not administered
differently when Canadian or Japanese
are concerned. This knowledge should,
and probably will, induce the advisers
of the Mikado to gladly co-operate in
any measures which are suggested to
limit the number of Japanese going to
Canada in search of work. It would
seem from the general tone of the
Canadian Press that there is not much
real objection to the Japanese as long as
they confine themselves to work which
does not require special skill. What is
objected to is their competing in skilled
trades with the Canadian worker
and there is also a strong objection
to their becoming agriculturalists.
This is understandable enough
and Japan of all countries should
sympathise with those objections. It
is well known that Japan claims the
right to exclude both skilled and un-
skilled labour and it is absolutely
impossible for foreigner to own land
and engage in agriculture in Japan.
Consequently it should not be difficult
to obtain the concurrence of Japan to
legislation which would put the
Japanese labourer on precisely the
same footing, as far as Canada is con-
cerned, as the foreign labourer stands
in relation to Japan. Possibly, how-
ever, the Dominion Government,
which presumably is able to take a
calmer view of the question than it
would be possible for the British
Columbian Government to take, may
not wish to actually exclude the

Japanese. There is an immense
amount of development work still to
be done in the west of the Dominion
and there is little labour available.

If this work is pressed on with it will
mean that still greater numbers of
emigrants will come from Europe, but
if it is left undone because white
labour is procurable and coloured
labour may not be employed the progress
of the Dominion will be checked.
With a view to getting the railways
which have already been approved
under construction as soon as possible
the Dominion Government may possibly
be willing to agree to the importation
of a certain quantity of indentured
labour which must be returned to its
place of origin when the indentures
have expired. This would seem to be
perhaps the best way out of the difficulty
and, although the British Columbians
may be antagonistic at first, it is
probable that, as time goes on and
the development of the country results
in additional avenues for skilled
labour being opened up, they will
begin to see that imported labour is
not altogether an unmixed evil. At
any rate the speedy punishment of the
law breakers at Vancouver and the
prompt honouring of the claims for
compensation puts the Dominion in a
very favourable position from which
to carry on negotiations with the
Japanese Government.

In Saturday's issue we republished
from the "Government Gazette" a
statement that there were only 600
licensed rickshas plying in the Colony
at present. This morning over 20
rickshas were counted bearing num-
bers from 1000 to 1200. The vehicles were renumbered
LOCAL AND COAST NEWS.

The Corinthian Yacht Club held their
annual meeting on the 17th inst.

Readers are reminded that the annual
sale of work in aid of the C. M. S. Baxter
Mission will be held in the City Hall
to-morrow afternoon from half past three
to half past six.

On Saturday night a very enjoyable
entertainment, a firework display, was
provided by the proprietors of the Windsor
Garden at Happy Valley. There was a
large attendance.

We have received an excellent photo-
graph of Lord Li, taken at Government
House, and also a photo of the landing of
Mr. Tali, from Mrs. Cheung, Photographer,
of Iew Ho St.

The printer of the Calcutta Band
Matanah has been sentenced to three
months' rigorous imprisonment for printing
a satirical paper. The editor and manager
were acquitted, their identity as such not being
proved.

The fairway buoys which were damaged
in the typhoon of September 1906,
were replaced in position today after
they had been haulled and repaired by the
Dock Company. They are anchored to
mushroom anchors and have special
lights.

SOCIAL AND PERSONAL.

This afternoon Lady Lugard was at
Home at Government House to meet the
Chinese residents. A number of
European residents were also invited to be
present.

Fleet Surgeon Edward Sutton has been
appointed to the cruiser Kent on re-
commissioning; also Surgeon A. H. S.
Richardson, and the Rev. J. H. Jeun,
chaplain.

A. MacLaren, the cricketer, received a
cablegram from Ranjitsinhji, the Jam of
Nawanagar, informing him that the famous
cricketer had met with a rather serious
accident. He was out riding, and coming to
ground had the misfortune to break a bone
in the shoulder. As Ranjitsinhji is to be
married in a month or two to a lady of his
own caste to whom he has long been
engaged, it is to be hoped he will make a
speedy recovery.

I got a shock from a electric battery
"Fee! Fee! I'm a funny kind of fool; feel just like takin'
a bath." "Say!" exclaimed the other one,
"you must have a great memory."

A QUIET AND SAFE REMEDY FOR
BOWEL COMPLAINTS.

Twenty years ago Mr. Geo. W. Brock
discovered that Chamberlain's Colic
Chloro and Diarrhoea remedy was a
quick and safe cure for bowel complaints.
During all these years, however, "I have used it and recommended it many
times and the results have never yet disappointed me." Mr. Brock is publisher of
the Aberdeen, Maryland, U.S.A., Enterprise.
For sale by all chemists and store-
keepers.

CONCERT AT PHOENIX CLUB.

As was to be expected, the smoker on
Saturday night, promoted by and held
under the auspices of the Phoenix Club,
was as successful as any held in the past
by the now defunct Bowring Club; which
is saying a good deal. The staging,
decorations and seating accommodation were
all undertaken and arranged by the energetic
secretary of the club, Mr. E. G. Jordan,
in his usual efficient manner and were a
credit to himself and the club generally.
Above a platform decked with palms and
fairly lights, hung the legendary Phoenix
sitting on a nest of fire, the emblem of the
club. During the evening Mr. W. C. Drew
proposed the health of the chairman, Mr.
Leslie Knox, the president of the club,
which was cordially responded to by the
company with musical honours. Mr. Knox
suitably replied, specially calling for
support to the new club. The sentimental
part of the programme was sustained by Mr.
G. P. Lamont, who was in very good
form, and Mr. F. T. Chaplin. Mr. Lamont
sang "Songs of Arabia," for which he
was loudly applauded and had to
obliges with an encore. Later he sang "The
Burglar's Serenade," Mr. Frederick
Carr; Violin Solo, "Humoresque" (Denevi);
Mr. F. Jokl; Contralto Solo, "Sunshine and
Rain" (Blumenthal); Mrs. A. G. Gordon;
Song, "He was a married man," Mr. W. A.
Haubial; Selection, "Baddoo Hall" (Sullivan);
Band of the Middlesex Regiment.

Part II.—Waltz, "Merry Widow,"
(Lehár); Band of the Middlesex Regiment;
Tenor Solo, "I claim them mine" (F.
Aylward); Capt. G. P. Lamont; Song,
"The Burglar's Serenade," Mr. Frederick
Carr; Violin Solo, "Humoresque" (Denevi);
Mr. F. Jokl; Contralto Solo, "Sunshine and
Rain" (Blumenthal); Mrs. A. G. Gordon;
Song, "He was a married man," Mr. W. A.
Haubial; Selection, "Baddoo Hall" (Sullivan);
Band of the Middlesex Regiment.

THE VOLUNTEER CONCERT.

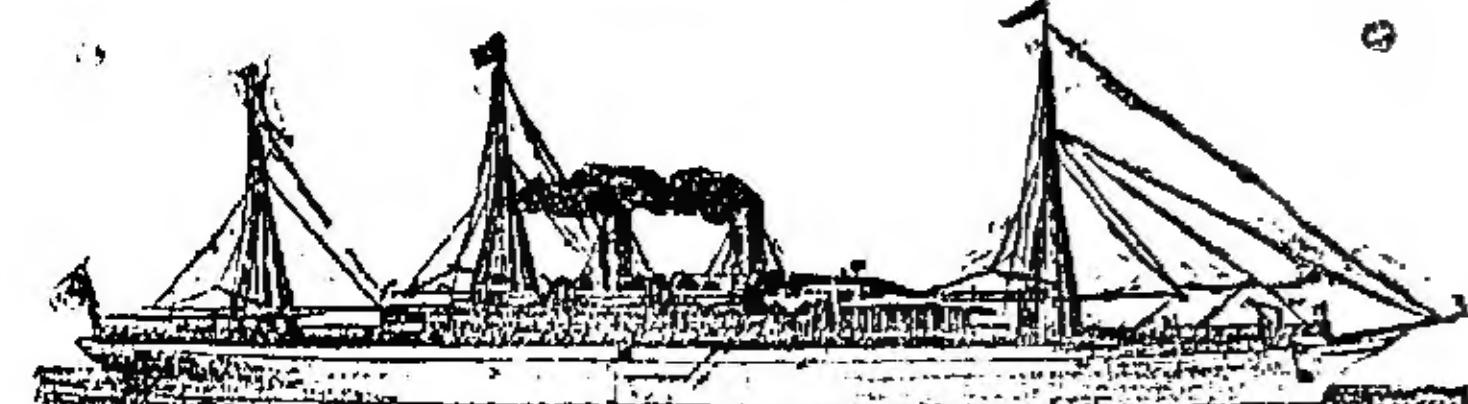
</

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undenominated PORTS on or about the DATES named—
FOR STEAMERS TO SAIL ON BEHALFS.
SHANGHAI..... [Capt. A. L. VALENTINE.] October. | Passage.
[ARCADIA..... About 18th] Freight and
LONDON, VIA UGAL PORTS [Capt. W. HAYWARD, R.N.R.] October. | Passage.
MARSEILLES, LONDON [MANILA..... About 23rd] Freight and
AND ANTWERP..... [Capt. F. E. ANDREW, R.N.R.] October. | Passage.
SHANGHAI, MOJI, KOBE [PALERMO..... About 27th] Freight only
AND YOKOHAMA..... [Capt. E. G. ANDREW, R.N.R.] October. | Passage.
SHANGHAI, MOJI, KOBE [SYRIA..... About 10th] Freight and
AND YOKOHAMA..... [Capt. D. F. GEORGE, R.N.R.] November. | Passage.
R. A. HEWITT, Superintendent.
J. & O. S. N. Co's Office.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
Our only Line that MAINTAINS a Regular Schedule Service of 11 Days across
the PACIFIC in the EMPRESS LINE. Sailing 5 to 10 Days Ocean Travel
11 DAYS VICTORIA to VICTORIA
18 DAYS HONGKONG to VANCOUVER

Proposed Sailings. (Subject to Alteration).
R.M.S. 18th HONGKONG ARRIVE VANCOUVER
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Oct. 9..... Nov. 11.
MONTEAGLE..... 6160 Tons TUESDAY, Nov. 6..... Nov. 30.
EMPEROR OF CHINA..... 6000 Tons THURSDAY, Nov. 21..... Dec. 9.
EMPEROR OF JAPAN..... 6000 Tons THURSDAY, Dec. 19..... Jan. 6, 1908.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Jan. 16, 1908..... Feb. 3.
MONTEAGLE..... 6160 Tons THURSDAY, Jan. 23, 1908..... Feb. 10.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Jan. 30, 1908..... Feb. 17.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Feb. 6, 1908..... Feb. 23.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Feb. 13, 1908..... Feb. 20.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Feb. 20, 1908..... Feb. 27.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, Feb. 27, 1908..... March 6.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 6, 1908..... March 13.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 13, 1908..... March 20.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 20, 1908..... March 27.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 27, 1908..... April 3.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 3, 1908..... April 10.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 10, 1908..... April 17.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 17, 1908..... April 24.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 24, 1908..... May 1.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 30, 1908..... May 7.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 7, 1908..... May 14.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 14, 1908..... May 21.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 21, 1908..... May 28.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 28, 1908..... June 4.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 4, 1908..... June 11.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 11, 1908..... June 18.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 18, 1908..... June 25.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 25, 1908..... July 2.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 2, 1908..... July 9.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 9, 1908..... July 16.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 16, 1908..... July 23.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 23, 1908..... July 30.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 30, 1908..... August 6.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 6, 1908..... August 13.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 13, 1908..... August 20.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 20, 1908..... August 27.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 27, 1908..... September 3.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 3, 1908..... September 10.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 10, 1908..... September 17.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 17, 1908..... September 24.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 24, 1908..... October 1.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 1, 1908..... October 8.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 8, 1908..... October 15.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 15, 1908..... October 22.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 22, 1908..... October 29.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 29, 1908..... November 5.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 5, 1908..... November 12.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 12, 1908..... November 19.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 19, 1908..... November 26.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 26, 1908..... December 3.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 3, 1908..... December 10.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 10, 1908..... December 17.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 17, 1908..... December 24.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 24, 1908..... December 31.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 31, 1908..... January 7, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 7, 1909..... January 14, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 14, 1909..... January 21, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 21, 1909..... January 28, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 28, 1909..... February 4, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 4, 1909..... February 11, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 11, 1909..... February 18, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 18, 1909..... February 25, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 25, 1909..... March 4, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 4, 1909..... March 11, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 11, 1909..... March 18, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 18, 1909..... March 25, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 25, 1909..... April 1, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 1, 1909..... April 8, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 8, 1909..... April 15, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 15, 1909..... April 22, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 22, 1909..... April 29, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 29, 1909..... May 6, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 6, 1909..... May 13, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 13, 1909..... May 20, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 20, 1909..... May 27, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 27, 1909..... June 3, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 3, 1909..... June 10, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 10, 1909..... June 17, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 17, 1909..... June 24, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 24, 1909..... July 1, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 1, 1909..... July 8, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 8, 1909..... July 15, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 15, 1909..... July 22, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 22, 1909..... July 29, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 29, 1909..... August 5, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 5, 1909..... August 12, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 12, 1909..... August 19, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 19, 1909..... August 26, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 26, 1909..... September 2, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 2, 1909..... September 9, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 9, 1909..... September 16, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 16, 1909..... September 23, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 23, 1909..... October 1, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 1, 1909..... October 8, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 8, 1909..... October 15, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 15, 1909..... October 22, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 22, 1909..... October 29, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 29, 1909..... November 5, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 5, 1909..... November 12, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 12, 1909..... November 19, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 19, 1909..... November 26, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 26, 1909..... December 3, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 3, 1909..... December 10, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 10, 1909..... December 17, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 17, 1909..... December 24, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 24, 1909..... December 31, 1909.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 31, 1909..... January 7, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 7, 1910..... January 14, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 14, 1910..... January 21, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 21, 1910..... January 28, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 28, 1910..... February 4, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 4, 1910..... February 11, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 11, 1910..... February 18, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 18, 1910..... February 25, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 25, 1910..... March 4, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 4, 1910..... March 11, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 11, 1910..... March 18, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 18, 1910..... March 25, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 25, 1910..... April 1, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 1, 1910..... April 8, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 8, 1910..... April 15, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 15, 1910..... April 22, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 22, 1910..... April 29, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 29, 1910..... May 6, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 6, 1910..... May 13, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 13, 1910..... May 20, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 20, 1910..... May 27, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, May 27, 1910..... June 3, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 3, 1910..... June 10, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 10, 1910..... June 17, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 17, 1910..... June 24, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, June 24, 1910..... July 1, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 1, 1910..... July 8, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 8, 1910..... July 15, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 15, 1910..... July 22, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 22, 1910..... July 29, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, July 29, 1910..... August 5, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 5, 1910..... August 12, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 12, 1910..... August 19, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 19, 1910..... August 26, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, August 26, 1910..... September 2, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 2, 1910..... September 9, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 9, 1910..... September 16, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 16, 1910..... September 23, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, September 23, 1910..... October 1, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 1, 1910..... October 8, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 8, 1910..... October 15, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 15, 1910..... October 22, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 22, 1910..... October 29, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, October 29, 1910..... November 5, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 5, 1910..... November 12, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 12, 1910..... November 19, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 19, 1910..... November 26, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, November 26, 1910..... December 3, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 3, 1910..... December 10, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 10, 1910..... December 17, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 17, 1910..... December 24, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 24, 1910..... December 31, 1910.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, December 31, 1910..... January 7, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 7, 1911..... January 14, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 14, 1911..... January 21, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 21, 1911..... January 28, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, January 28, 1911..... February 4, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 4, 1911..... February 11, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 11, 1911..... February 18, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 18, 1911..... February 25, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, February 25, 1911..... March 4, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 4, 1911..... March 11, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 11, 1911..... March 18, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 18, 1911..... March 25, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, March 25, 1911..... April 1, 1911.
EMPEROR OF INDIA..... 6000 Tons THURSDAY, April 1, 1911..... April 8, 1911.<

MONDAY, OCTOBER 14, 1907.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c., THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)	Due at MARSEILLES (London 1 day later)	Plymouth (London)
TONS	Noon Sat/ day	TONES	Saturday, Saturday, 1907	Saturday, 1907
OCEANA	Oct. 19	BRITANNIA	Nov. 16	Nov. 23
DELHI	Nov. 2	MOOLTAN	Nov. 30	Dec. 7
ARGADIA	7000 Nov. 18	CHINA	Dec. 14	Dec. 21
DEVANHA	8000 Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
MALTA	8000 Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	8000 Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	8000 Jan. 11, 1908	MONGOLIA	Feb. 8	Feb. 15
PENINSULAR 5300 Feb. 2	7000 MACEONIA	VICTORIA	Feb. 22	Feb. 29
DEVANHA	8000 Feb. 22	BRITANNIA	Mar. 7	Mar. 14
DELTA	8000 Mar. 7	MOOLTAN	April 4	April 11
MARMORA	10500 Mar. 21	(through steamer) (calling at Bombay) April 18	April 25	
DELHI	8000 April 4	MOLDAVIA	May 2	May 9
MALTA	8000 April 18	HIMALAYA	May 18	May 23
DEVANHA	8000 May 2	MONGOLIA	May 30	June 6
OCEANA	7000 May 16	INDIA	June 14	June 21

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at London
	about	about
* MANILA	Oct. 22	Dec. 9
* BOENEO	4500 Nov. 6	Dec. 23
* NORE	4500 Dec. 4	Jan. (1908) 20
* SYRIA	7000 Dec. 18	Feb. 3
* NYANZA	7000 Jan. (1908) 1	Feb. 17
* NILE	7000 Jan. 15	March 2
* SUNDA	4700 Jan. 29	March 16
* PALAWAN	4700 Feb. 12	March 30
* NUEIBA	6000 March 11	April 27
* BOENEO	4800 April 8	May 25
* NORE	7000 May 6	June 22
* SUMATRA	4800 May 20	July 6

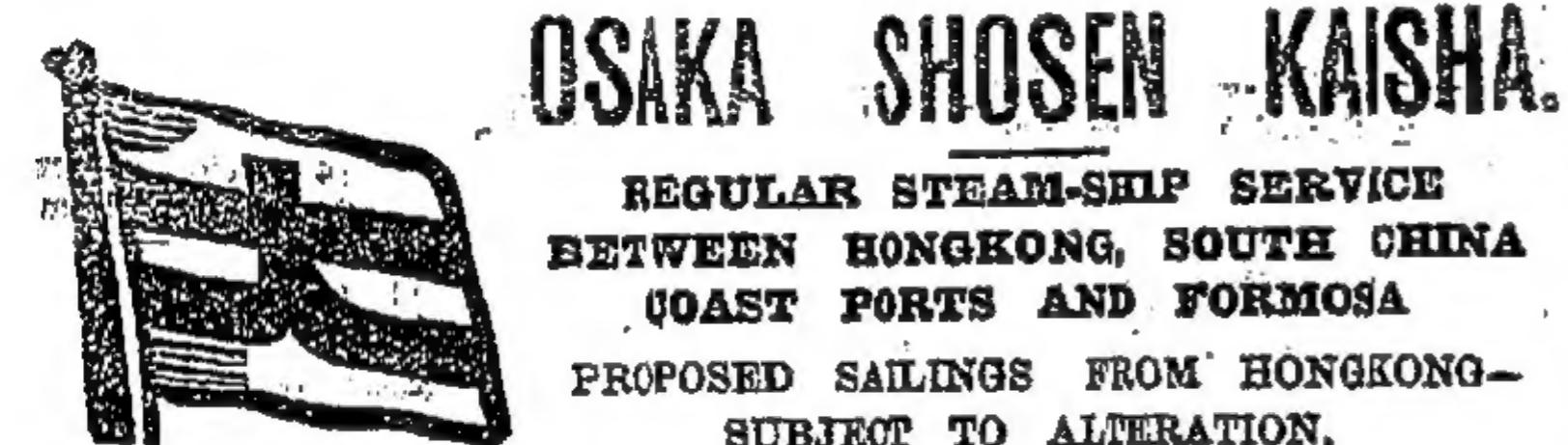
These Steamers call also at Singapore, Penang, Colombo, and at Malts or Marselles.

* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

1891

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

THE Co.'s s.s. FOR LEAVING

* FUKUSHU MARU, { ANPING, Via SWATOW, } WEDNESDAY, 16th
Capt. T. Ito, { Sept. 1, Daylight. }* JOSHIN MARU, { TAMSUI, Via SWATOW, } SUNDAY, 20th
Capt. H. S. Smith, { Oct. 1, 8 a.m. }

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Uncalculated Table.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

1891

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMERS.	TONS	Captain.	To Sea.
* KUMERIC	6233	D. Baird	26th October.
+ SHAWMUT	9000	E. V. Roberts	6th November.

* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. *Shawmut* and *Tramont* are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures staterooms at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship

HATTAN,

Captain J. S. ROACH, will be despatched

for the above Ports on TUESDAY, the

15th Inst., at 9 a.m.

For Freight or Passengers apply to

DOUGLAS, LAPLAIS & CO.,

General Managers,

Hongkong, October 11, 1907.

1891

The following are the teams:-

"A" Team : E. V. BARRE (Capt.), Emil HYNDMAN, F. X. BRITTO, J. A. REMEDIOS, J. BERNARDO, L. E. REMEDIOS, A. G. BRITTO, J. A. S. ALVES, JOSE REMEDIOS, C. H. OSMAND, C. P. PINTOS.

"B" Team : L. G. CORDEIRO (Capt.), H. A. HYNDMAN, A. H. HYNDMAN, TOMO PEREIRA, J. A. BARRADAS, THOS. REMEDIOS, H. CAMPOS, F. SOARES, ANT. BAPTISTA, L. D'AGUIRA, J. C. GUTTERES.

"C" Team : J. M. VIEIRAS (Capt.), R. C. SILVA, J. M. LOPEZ, CARLOS REMEDIOS, C. RIBEIRO, A. A. REMEDIOS, J. M. R. PERCINA, F. PEREIRA, A. G. ROCHA, J. GARDNER, C. SOARES.

"D" Team : L. A. OZORIO (Capt.), F. DA SILVA, A. BARRADAS, AL. REMEDIOS, D. SOARES, C. SOARES, AL. REMEDIOS, S. CRUZ, C. FRANCO, B. VIOIMA, W. GAUBNER.

"E" Team : A. RIBEIRO (Capt.), J. A. YANOVICH, P. A. CORDEIRO, J. F. CASTRO, J. O. REMEDIOS, P. REMEDIOS, O. ROZARIO, C. SEQUEIRA, AN. ROCHA, M. ROCHA, J. V. REMEDIOS.

"F" Team : J. M. BRITO (Capt.), A. SILVA, E. OZORIO, H. H. REMEDIOS, E. MANZO, F. FRANCO, D. A. ALONSO, M. BOLTRAO, C. ALVES, W. MUTHALL, A. C. BOTELHO, JR.

"G" Team : P. DA ROZA (Capt.), F. HYNDMAN, P. YANOVICH, V. AZAREDO, J. RIBEIRO, ANG. BAPTISTA, E. M. C. OZORIO, A. CORVEL, A. F. ROZARIO, H. M. M. REMEDIOS, A. SEQUEIRA.

The above steamers have splendid accomodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,

York Building.

Hongkong, April 15, 1907.

1891

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER NORE.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

NOTICES OF CARGO by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 16th October, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and delivery can be obtained as soon as the Goods are landed.

